



APPROVED
SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE**

TUESDAY, APRIL 2, 2019

**City Hall - City Attorney Conference Room
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:33 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below and introductions were made.

1. ROLL CALL

PRESENT: Michael Kuzel, Chair, Commissioner – Transportation Commission
George Ertel, Commissioner – Transportation Commission
Kyle Davis, Subcommittee member
Jason Watton, Commissioner – Parks and Recreation Commission

ABSENT: William Levie, Subcommittee Member

STAFF: Susan Conklu, Senior Transportation Planner
Gregory Davies, Senior Transportation Planner
Frances Cookson, Staff Representative
Lisa Johnson, Transportation Planning and Transit Operations Manager

GUESTS: Joseph Perez, City of Phoenix

2. PUBLIC COMMENT

There were no public comments.

3. APPROVAL OF MEETING MINUTES

Chair Kuzel called for modifications and approval of the minutes. Commissioner Ertel provided corrections.

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE MINUTES OF THE FEBRUARY 5, 2019 MEETING AS AMENDED. COMMISSIONER WATTON SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR KUZEL, COMMISSIONER ERTEL, SUBCOMMITTEE MEMBER DAVIS AND COMMISSIONER WATTON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. BICYCLE FRIENDLY COMMUNITY UPDATE

Susan Conklu, Senior Transportation Planner, stated that the League of American Bicyclists (LAB) has a Bicycle Friendly Community (BFC) program, recognizing municipalities that actively support bicycling and encourage people to use bikes for transportation and recreation. The evaluation of cities provides measurable goals for improvements.

The five Es include:

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation and Planning

Award categories include:

- Diamond
- Platinum
- Gold
- Silver
- Bronze

Cities hold their awards designations for a four-year period. Scottsdale was first awarded Silver in 2005 and was the first community at the time having no university or college to reach Silver level. In 2007, Scottsdale was again awarded Silver. In 2011, Scottsdale achieved Gold status and achieved Gold status again in 2015. With each application, the City receives feedback from LAB. Scottsdale held bike workshops at the last application period, to educate the public on its efforts. The program was called "All About Bikes." The City also gathered input from residents on where they would like to see the most improvements in the City. LAB also reaches out to local bike communities to evaluate applications.

Chair Kuzel asked if the metrics include off road riding. Ms. Conklu stated that they do include on and off street network questions. There is a focus on connectivity. The questionnaire also asks about the number of arterial and collector streets with bike lanes, the total amount of bike lane miles, miles of separated bike lanes, paths, trails and shared lane markings. To achieve Gold status, the City must have at least 43 percent of its total street miles be bike network miles.

Commissioner Ertel asked about the reasoning for the City to spend its time and resources to achieve a LAB designation. Ms. Conklu stated that it assists the City in promoting its accomplishments. It also assists the City in staying on track with and setting new goals. Chair Kuzel added that it is very useful for economic development and promotion of the City in terms of drawing in business and residents to the City.

The key steps Scottsdale needs to take to move up to the Platinum level include:

Engineering:

- Continue to expand and improve the bike network through the use of different types of bicycle facilities.
- Install a bicycle wayfinding system with distance and destination information.
- Continue to increase the amount of high quality bicycle parking throughout the community.
- Launch a bike share system that is open to the public.
- Consider ways to minimize conflicts between bicyclists and golfers, particularly in areas where stray balls can create hazards or injure bicyclists.

Education:

- Continue efforts to expand adult bicycle education opportunities such as commuter classes.
- Work with local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.

Encouragement:

- Increase efforts on Bike to Work Day and Bike to School Day.
- Offer a 'Cycloviva' or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians

Enforcement:

- Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists as well as bicycling skills.
- Consider an update to the restriction on motorized bikes on paths to account for newer models of electrically assisted bicycles.

Evaluation & Planning:

- Continue efforts to update the 2008 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs.
- Adopt a target level of bicycle use (percent of trips) to be achieved within a specific time frame, and ensure data collection necessary to monitor progress.
- Ensure that bicycle counts capture the gender of cyclists to identify any gender gaps.

Commissioner Ertel inquired as to identification of the target use level. Subcommittee Member Davis noted that the information packet provided to the Commission showed that the target for those commuting by bicycle is 12 percent. Ms. Conklu commented that while the commuting percentage is important, the City should be moving away from that and looking at the mere fact that anytime someone is on a bike, they reduce the need for a driving trip. The goal with the trip reduction program for the County is to reduce driving during peak times. As a planner, it is her desire to reduce driving at any time of day, as well as making conditions easier and safer to ride at any time of day. Chair Kuzel agreed that any bicycle trip reduces vehicular use in some way. Ms. Conklu added that it also helps to create a healthier community.

Ms. Conklu reviewed next steps. Staff is currently drafting the next application. The application has been greatly updated since the last submission four years ago. The form itself is in an easier

format, even as it asks for a great deal more detail on bicycle parking. More questions are also asked about lighting along shared use paths and corridors with bike lanes as well as bike share programs. There is an expanded section on education opportunities for students and adults. The goal is to have public outreach in May or June, similar to workshops that have been held in the past.

Chair Kuzel suggested the possibility of a bike rodeo event held in combination with public outreach. Staff will provide update presentations to the Committee and the Transportation Commission in June. The results will be available in November.

Subcommittee Member Davis asked staff to research the timeline for how long it took cities to achieve Platinum level.

Commissioner Watton asked staff to share its wayfinding designs with the Committee.

5. BICYCLE COLLISION REPORT

Joseph Perez, City of Phoenix Bicycle Coordinator, stated that each year, police officers around the state take collision reports. The data is available to every city that requests it from ADOT. The process of collecting data is lengthy. For example it takes several months into 2018 before the 2017 data is available. Several more months are required to analyze the data. There is typically a one-year lag, so that all 2017 data is published by November, 2018. This year, the progress is lagging, as the 2017 report is not yet complete.

In the City of Phoenix, there were 515 crashes in one year, 468 injuries and 8 fatalities. Even though bicycle collisions account for 2 percent of collisions and 3 percent of all injuries, they represent 4 percent of fatalities in the City of Phoenix relative to driving, motorcycles and pedestrians. Cyclists are often overrepresented in fatal and serious crashes. In the City of Phoenix, bicyclists are allowed to be on the sidewalk, however, they are encouraged to use bike lanes. In the State of Arizona, it is illegal to ride a bicycle in the bike lane against traffic. Some municipalities prohibit riding on sidewalks in either direction.

Thirty-six percent of crashes occur in intersections and crosswalks, 20 percent at driveways. Eight out of ten crashes occur on arterial streets but not at intersections. On streets such as Indian School Road in Phoenix, there are no bike lanes, which puts cyclists at a disadvantage particularly in terms of driveway locations. There are significant infrastructure challenges relative to how cyclists navigate the city. Forty-five percent of bicycle accidents occur in locations with no controls, such as stop signs and yield signs. In terms of averages, there are approximately 10 crashes per week in Phoenix. Phoenix consists of 520 square miles with 5,000 to 6,000 miles of road. There are 1,000 miles of arterials, 1,000 miles of collectors and 4,000 miles of other streets. The ratio of male to female crashes is quite significant, with male crashes being substantially higher. Most crashes occur during rush hour.

Chair Kuzel stated that the data seems to reflect the fact that the utilitarian rider either feels forced to ride on the sidewalk or feels more comfortable riding on the sidewalk. Enthusiast riders are typically involved in different styles of crash than utilitarian riders.

In response to a question from Commissioner Watton, Mr. Perez stated that the vast majority of cycle accidents are bicycle/vehicle. Few single bicycle accidents are reported, unless they are

severe enough to warrant a call to police and/or EMS. Often children in single bicycle accidents are taken by their parents to the hospital and no police report is filed. Discussion ensued regarding the contributing elements of geography, infrastructure and ethnocentricity to accident volumes.

In response to a question from Commissioner Ertel, Mr. Perez stated that in terms of role playing educational approaches, the City of Phoenix publishes videos on YouTube. They also refer viewers to the League of American Bicyclist's league certified cycling instructor series. As part of the Bike Rodeo program, police use stop signs and bike riding actors to demonstrate proper cycling practices. Ms. Conklu added that ASU has a diversion class that demonstrates similar scenarios and precautions.

Chair Kuzel commended Mr. Perez on Phoenix's creation and distribution of a comic book series for older children, which features realistic graphics and address each crash type.

Mr. Perez noted that for both cyclists and drivers, the male population has a higher percentage of accident involvement than the female population.

Chair Kuzel suggested the possibility of adding crash type to the Lee Engineering Study currently being conducted by MAG. Additional details could include what types of crashes are occurring at what time of day and according to road type. Mr. Perez stated that he would pass on the suggestions.

Commissioner Ertel referenced Mr. Perez's comment on the importance of bike lanes at arterial intersections. As the accidents were intersection-related, he asked why a bike lane would help at an intersection. Mr. Perez stated that usually, if a bike lane is at the intersection, the cyclists is on the asphalt and not on the sidewalk. Intersection crashes typically involve cyclists on the sidewalk, leaving the sidewalk, on the crosswalk and trying to get back on the sidewalk. In Phoenix, crashes occurring midblock, where there are no bike lanes, are also overrepresented relative to other local streets and collector streets. Such locations exist on Indian School Road, Bell Road and 19th Avenue. There are fewer crashes on roads with bike lanes, such as Union Hills and Baseline Road. Discussion ensued regarding the pros and cons of high visibility crosswalks.

Mr. Perez discussed current technology, including a bike signal at 12th Street and Campbell as well as a forward looking infrared camera. There was discussion regarding the format and methods by which ADOT provides crash data to municipalities.

Chair Kuzel asked whether the City of Phoenix has used its annual reports in attempting to apply for grant funding for education or training. Ms. Conklu stated grant applications will always ask about collision statistics at specific locations. Mr. Perez added that bicycle crashes also affect a city's Bicycle Friendly ratings. Phoenix' reports have been used in its Bronze Bicycle Friendly application and its Governors Office of Highway Safety grants (which were not successful), in applications to MAG for 16th Street for Choice Neighborhoods.

Chair Kuzel inquired about results of adding shared lane markings on streets. Mr. Perez stated that shared lane markings are typically used on 35 mile per hour or less streets. They have not yet analyzed outcomes, however he supports the fact that shared lane markings legitimize the presence of cyclists in the road. Shared lane markings exist on Central Avenue from Roosevelt to Camelback and from Bethany Home north to Dunlap.

Chair asked about the locations of MAG's video counters. Mr. Perez stated that they are mobile and moved frequently.

6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Chair Kuzel asked about Scottsdale's Bike to Work Day. Ms. Conklu stated that this evening, Mayor Lane is doing the first Bike Month proclamation. April will be declared official Bike Month in Scottsdale.

Ms. Conklu listed the various bike events:

- The Parks Department will be having a Bike-In movie on Saturday at Thunderbird Park.
- There will be one Cycle the Arts event on Sunday, April 14th. It is a ten-mile, family-friendly ride.
- Valley Bike to Work Day is Wednesday, April 17th. There will be four stations. There will be a team challenge event, where riders can register, create a team and add members to the team. They will compete against similarly-sized teams.

The goal is to continually expand Bike to Work Day on an annual basis. Mayor Lane will attend Cycle the Arts for the first time.

Chair Kuzel asked whether the Bike to Work Day uses only all on-road facilities or whether it includes the greenbelt. Ms. Conklu stated that cyclists can travel wherever they would like. The City is not specifically hosting a ride.

Ms. Conklu discussed 68th Street Bridge, which is still on schedule for completion by April 30th. They have completed the sewer line upgrades and are now working on intersection improvements and restriping work. It will include bike lanes and sidewalks on both sides of the bridge. The archaic bike and pedestrian bridge was removed. The south bank path east of the intersection will be reconstructed. She played a brief video showing progress.

The Indian Bend Wash Master Plan is a parks project through capital project management. Workshops are coming up this spring, however dates have not yet been announced. The Master Plan addresses Thomas to McKellips, including Vista Del Camino and El Dorado Parks. The next workshop will include showing concepts to the community. The Department has requested a 15 to 20 foot wide shared use path. Residents are welcome to give input via online questionnaire. Subcommittee Member Davis stated his hope that the path would be moved to not be between the parking lot and the playground.

Subcommittee Member Davis suggested including CIP projects related to paths and trails on the City's website, as a way for residents to be aware of current and upcoming projects.

7. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner Watton requested a wayfinding update.

Commissioner Ertel asked for confirmation that the trail inventory would be on June's meeting agenda. Ms. Conklu said this could be added. Any presentation would state what was done in the past for trail inventory and what the Department would like to do for the next round. Chair

Kuzel stated that nothing has been done in terms of creating a trail inventory. Ms. Conklu confirmed that the last one was done in 2011 or 2012. A presentation could include future plan and approach strategy.

Ms. Conklu stated that the June agenda will include a review of the Bike Friendly Communities application.

Discussion ensued regarding Subcommittee Member availability with consensus to meet during the last week of May.

Ms. Conklu discussed other items for future agendas, including MAG's and MCDOT's Active Transportation Plans, revised bike guide, a scooter update and a presentation on Tempe Vision Zero.

8. PUBLIC COMMENT

There were no comments.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Ertel and seconded by Subcommittee Member Davis, the meeting adjourned at 11:08 a.m.

AYES: Chair Kuzel, Commissioners Ertel and Watton, Subcommittee Members Davis and Watton

NAYS: None

SUBMITTED BY:
Frances Cookson

Staff Representative

***NOTE: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>**